The Household.

Contributions to this department may be sent either to DR. T. H. HOSKINS, Newport, Vt., or directly to THE WATCHMAN PUBLISHING COMPANY.

To Make Pattern Larger or Smaller.

You want, for example, to embroider a rather large running ground pattern on a piece of stuff, that is relatively too small for the subject; or a small and rather minute pattern on a large surface on which it is likely to look either too insignificant or too crowded and confused, and the chances are, if you do not know how to draw, you will either think it necessary to get a draughtsman to help you or you will give up the piece of work altogether, deterred by the difficulties that confront you. You need not do either if you will follow the directions here given. Take a sheet of large-sized paper divided into squares which, if necessary, you can prepare for yourself; trace your pattern upon it or rule the squares directly upon the drawing. On a second sheet of paper, rule squares a fourth, a third, or a half as small again as those on the first sheet. Thus, if the sides of the first squares are three inches long and you want to reduce your pattern by one-third, the sides of your new squares should measure only two inches. If, on the contrary, you want to enlarge the pattern by one-third, make the sides of your squares four inches long. Then you follow, square by square, the lines of the drawing, extending or contracting them according to whether the pattern is to be enlarged or diminished. To copy a pattern directly from a piece of embroidery and enlarge or diminish it at the same time, proceed as follows: Fix the embroidery on a board, stretching it equally in every direction; then measure the length of the drawing, divide the inches by the number of units corresponding to whatever the proportions of your copy are to be, and take a pair of compasses with dry points, open them sufficiently for the opening to correspond to the number and the distance obtained by the division; plant a pin with a thread fastened to it at the point indicated by the point of the compass and repeat the last operation all along one side of the embroidery and, if possible, a little beyond it, so that it may not be defaced by the marks of the pins. All you now have to do is to pull the threads in perfectly straight lines to the opposite side, and carry other threads across them in a similar manner, so that the whole surface be divided into squares.—*Fashion and Fancy.*

A Corn Carnival.

A novel and ingenious entertainment was enjoyed by an outing party in a country town recently. The affair was christened "a corn carnival." Invitations were written on the pretty straw-colored husks of corn and the same unique material furnished orders of dancing, two artistic sisters evolving very dainty ones from the husks in their various shades of pale yellow and green with the aid of a few oil colors. Appropriate decorations for these were almost endless, but perhaps the prettiest were the straggling bunches of poppies and corn-flowers, grasses, white and yellow daisies, and the tiny ears of corn with the husks pulled partly off. The ball room was decorated with standing corn arranged like palms in groups, while their long graceful leaves and tassels festooned the walls, a quantity of soft corn-colored cheesecloth being used in connection with them, with marked effect. When complete, the long straight room was fairly transformed. The supper taxed the ingenuity of everyone, but a pretty, satisfactory and appropriate, though rather nondescript, repast was finally arranged. It included various styles of cerealine and cornmeal bread and biscuit, corn-starch cakes, dainty blanc mange, floating island (with corn-starch custard as a base) and corn-starch ice-cream, home-made whisky, though a positive corn beverage was of course inadmissible, and good coffee and lemonade were the less harmful substitutes. The centre piece for the table was a pyramid of corn tassels with a few drooping leaves, the base of the pyramid being edged with small, perfect ears of corn with the husks thrown completely back so as to form a kind of rosette resting against the sides of the pyramid, the ears, with the kernels exposed, radiating outward. The gowns of a number of guests were in keeping with the general idea, and many delightful toilets of white and green, maize color and pale green, were improvised for the occasion, the whole being an exquisitely harmonious effect.—*Exchange.*

Alphabetical Fare.

"Have you got anything here beginning with 'k' that's good to eat?" inquired a new customer at a well-known local delicacy market last Tuesday. "How will pickled kidneys answer?" replied the clerk, after a moment's thought. "First-rate. Give me a dozen cans. The kitten's life is saved," exclaimed the strange patron with enthusiasm. "I told my wife," he continued, "that if I failed to send home a kangaroo, dead or alive, before two o'clock, I should expect to find the kitten served up for supper in the latest Chinese style. But your happy thought saves her. You see we all got tired of eating the same things day after day, and so last month we agreed that during December we would eat up (or rather down) the alphabet, taking one letter a day, with bread, potatoes, tea and coffee thrown in as staples. So on December 1 we inaugurated the dietary system with a bill of fare consisting of apples in many forms, apricots pickled, asparagus, almonds and the staples. The next day's menu was beef, beets, beans, biscuits, buttermilk, bacon and bonbons. The following day we feasted on chicken, codfish balls, clams, celery, cucumbers (fifty cents each), crabs, cheese, cake, crackers, crullers, carrots, canned currants, canned cherries, citrons, cider, catsup and candy. And so it has gone on. The fifth day would have been a fast day had it not been for eggs, but we made an Easter of it. Yesterday we dined, breakfasted and supped chiefly on jellies. To-day your kidney suggestion saves us from starvation, while to-morrow we will grow fat on liver, lamb, lobster, lettuce, etc. A queer thing about our new food departure is the number of things it has led us to put in our mouths which we never thought of before."—*Buffalo Express.*

To Copy with Oiled Paper.

A rather expeditious mode of transferring patterns on to thin and more especially smooth, glossy stuffs, is by means of a special kind of tinted paper called tracing paper, which is impregnated with a colored oily substance and is to be had at any stationer's shop. This you place between the pattern and the goods, having previously fastenened the stuff perfectly straight by the lines of the thread to a board with drawing-pins. When you have fitted the two papers likewise exactly together, you go over all the lines of the pattern with a blunt pencil, or with what is better still, the point of a bone crochet needle or the edge of a folder. You must be careful not to press so heavily upon the pattern as to tear it. By the pressure exercised on the two sheets of paper, the oily substance of the tracing-paper discharges itself on to the stuff so that when it is removed all the lines you have traced are imprinted upon the stuff. This tracing-paper is, however, only available for the reproduction of patterns on washing stuffs, as satin and all other silky textures are discolored by it:—*Ex.*

To Take Off a Pattern by Rubbing.

If you want to take a pattern off a piece of embroidery direct from the work itself, lay it, the right side up, flat upon a board or table, and cover it with letter or tissue paper. The paper should be of medium thickness; if it be too thick it will not take a clear impression of the pattern, and if too thin, it is apt to tear. Fasten the paper down upon the embroidery with drawing-pins and rub off the pattern with drawing-wax. In default of the right kind of wax, the bowl or handle of a spoon, or a large silver coin will serve the purpose equally well, as will also some powdered graphite or charcoal. The outlines will not, of course, in any case, be very clearly defined upon the paper, and will have to be gone over and carefully supplemented afterwards with a pencil.—*Selected.*

Vacations Misused.

The *Lancet* declares that many sudden deaths are caused each year by misuse of the vacation season, and also affirms that the experience of most city physicians shows that overstrain is often followed by prolonged illness. We know a wise lawyer who never did anything the first day of his vacation, as little as possible the second, took a short walk the third, two short walks the fourth, and not until the eighth day was ready to climb a mountain. By this cautious course he grew stronger to the end, and returned home with vitality enough to work till the next outing came around. One can make a great change in his habits without detriment if he takes a long time to do it, but only young persons can risk sudden changes, and they sometimes fall victims to the strain.

Selected Recipes.

FRUIT TAPIOCA.—Three-fourths of a cup of pearl tapioca, one and one-half pints of boiling water, one salt-spoonful of salt, one-fourth cup of sugar and one-half tumbler of currant jelly.

CORN FRITTERS.—Grate sweet corn into a dish, and to one pint add one egg, one tea-cup of flour, one table-spoonful of cream, one tea-spoonful of salt; mix together and fry like oysters.

CORN AND TOMATOES.—Steam the corn for ten minutes alone, and let the tomatoes cook about fifteen minutes in their own juice before mixing. Mix, and cook a few minutes longer. Use one-third corn to two-thirds tomatoes.

CORN OYSTERS.—For corn oysters grate six ears of corn, add one egg, yolk and white beaten separately, one spoonful of flour, two table-spoonfuls of cream, pepper and salt to taste. Fry in butter or lard as you would oysters.

KISSES AND CREAM.—Stir in all the powdered sugar the white of one egg beaten stiff will take, and drop by small spoonfuls upon writing paper, and bake in a slow oven. When cold, invert, scoop out the inside and fill with whipped cream.

COLORING FOR CREAMS.—Select highly colored beets, wash them and cut into thin slices. Cover with water and cook until tender, adding more water if necessary. Strain the liquid through a flannel bag and bottle while hot. A small quantity added to the custard before freezing will produce a beautiful tint.

For Traveling.

A trunk, to be serviceable, should be full of trays, and the female buyer should look well to this, for it saves more time, trouble and temper than any device heretofore known. Light dresses should go in the bottom of the trunk; it is the safest place for them, and they will only be wanted after the other garments are on. The first tray above them should contain lingerie, the next the small appurtenances of the toilet, gloves, shoes, stockings, handkerchiefs and laces, and the tray that shuts up into the top of the trunk can be used to store the hats and parasols. Another convenient piece of luggage is a valise made of gray canvas, which is as light as a receptacle two feet long, a foot and a half deep and a foot wide can be made. It will hold a deal of impediments, as any one will find by experiment, and takes the place to a woman that the convenient flat dress-suit case does to a man.—*N. Y. Sun.*

Advertisements.

Miscellany.

In the Orchard.

The autumn leaves are whirled away;
The sober skies look down
On faded fields and woodlands gray
And the dun-colored town.

Through the brown orchard's gusty aisle,
In sad-hued gown and hood,
Slow passes, with a peaceful smile,
A maiden pure and good.

Her deep, serene and dove-like eyes
Are downward bent; her face
Whereon the day's pale shadow lies,
Is sweet with nameless grace,

The frolic wind beside her blows;
The sear leaves dance and leap;
With hands before her clasped, she goes
As in a waking sleep.

To her the ashen skies are bright,
The russet earth is fair,
And never shone a clearer light
Nor breathed a softer air.

O wizard love! whose magic art
Transmutes to sun the shade,
Thine are the beams that fill the heart
Of this meek Quaker maid.

—*James B. Kenyon, in the Century.*

Talmage's Smile.

Such a smile! It would frighten gloom from the torture of the toothache, and chase joy on the wings of the morning. It spreads out like an overflow at the mouth of the Mississippi, and sinks in like the depths of the ocean. With a countenance as solemn and as homely as the sphinx, the smile breaks over it like the silver rift in a storm cloud, or a dancing sunbeam across the gloomy mouth of the Mammoth Cave. The whole man is transformed, and the morgue-like shadows disappear in the glowing brightness of the noon-day sun. You can see that smile as it slyly twinkles and wrinkles in the corner of the eye, then slyly steals downward and skirmishes along the expanse of cheek to the twitching lips, until it charges all along the line, captures the whole countenance, and is lost in the mouth, which opens like a widening crevice in the earth's surface, or the bellows of a church organ. Such a smile would sit chill and lonesome on an ordinary mouth twelve or fifteen inches wide, but on this one it gambols like a frisky colt at play on a new mown lawn, and with the sprightly movement of a dog firmly attached by a tail coupling to an ignited bunch of common crackers. It is none of your fair weather smiles, but one that gives a Greco Roman fall to dyspepsia, and plants mirth on the face of sorrow in three rounds. It is a genuine brain-reaching risible wiggler, as spontaneous as a kitten's antics, lingering as an unpaid bill, mysterious as a woman's reason, sudden as an unpleasant fact, receptive as a babe's mouth, as infectious as small-pox, with the get-there quality of a bed-bug, and would tickle an Indian cigar sign into hysterics. It scares sorrow, creates mirth, and throws out the longest pole to knock off the laughter persimmons that ever converted gloom into a sideshow or turned melancholy into a circus. It ebbs and flows like the ocean's tide and leaves as much trace on the place it travels over as the serpentine fluttering of a feather on a bald man's head. But its effect on the audience is like the opening of spring, or peaches and cream to a hungry tramp. It first passes over one like the mist of a gentle rain, gradually curls the corners of the mouth with the suddenness of an April shower, and finally bursts over the countenance like a rainbow of promise and merges into laughter that peals forth like the rumble of thunder, and sits enshrined in the exquisite dimple's on beauty's cheek like the glistening dewdrop on a shell-pink rose. It is a ninth wonder, and stands upon the face of Dr. Talmage like Edmund Dante on his tiny island in mid-ocean, exclaiming "the world is mine." It is a grim winner with a blue ribbon tied to his tail, and drives away slumber like a Minnetonka mosquito. It is a grin that would make a monkey laugh, and waft a breeze through a baboon's whiskers.—*Minneapolis Tribune.*

The Street Railways.

The importance of the street railroad business when compared with the magnitude and extent of the steam railroads of the United States is very striking. The figures of 1887 show a tabulation of 147,998.60 miles of railroad and 20,582 passenger cars, and passengers carried, but 428,225,513. With nearly an equal number of cars and forty-two times more road, only one-quarter as many passengers were carried. But the following figures are yet more amazing. The horse cars of the city of New York carry 199,491,735 passengers, almost half as many as are carried by all the steam roads in the United States. If to this number are added those carried by the elevated road, we have the total of 371,021,524, or almost as many passengers are carried in New York city alone as are annually carried by all the steam railroads in the whole of the United States. The street railroads of the state of Massachusetts carry over 44,000,000 more people than all the steam roads in that state. One road alone, the electric line of the West End Company of Boston, carries nearly 10,000,000 more than all the steam roads combined. One of the local Boston papers says: "The mission of the electric car can scarcely be predicted, whether we consider the decreased expense, the comfort of the citizen, the saving of time, the enhanced value of land away from the business center, or the sanitary advantages to a great city by removing 6,000 horses from the streets. Not a week has passed since the electric car first ran through our city on its trial trips to the present time without witnessing some improvement, some change for the better. And thus we believe it will continue until the safest method of local traveling reaches its highest possible condition.—*Railway Age.*

Tax Both Alike.

There is much discussion at the present time as to the extent the business done by trust companies interferes with the business of banks. The trust companies evidently, to a very great extent, do a banking business, and they can do this more cheaply than the banks themselves, because they are not taxed as the banks are, they keep no reserves as the banks are required to do, and they are subject to no clearing-house expenses as the banks are. There is no doubt but that as money-making machines they are superior to the banks. This is indicated by the growth in their numbers, the increase in their deposits, and the increase in the price of their stock. The trust companies have a legitimate and necessary place which they can occupy without interfering at all with the business of the banks, but the complaint is made that, not content with this, they receive deposits subject to check at sight, the same as the banks. In the payment of these checks the trust companies use the clearing-house, clearing through some bank—a member of the clearing-house—with whom they deposit their funds. The trust companies keep no reserve, but deposit their funds with the banks, and becoming a depositor of a clearing-house bank have the same privilege as other customers of having their checks cleared. The taxation of bank shares under the laws of the state of New York is heavy, but the shares of the trust companies are not taxed. The United States supreme court has decided that there is no discrimination against banks, in the non-taxation of the companies. Perhaps the competition is not so important as is imagined; the banking business done by the companies forms but a small portion of their total business and is merely done for convenience. While they have the advantage as regards taxation they always pay interest on deposits, while the banks have a large proportion of their deposits free of interest. In one sense the trust companies may not keep a reserve—that is, not in their own vaults—but they have large cash deposits in the banks, which they draw on to make their payments. The operations of the companies are such that a large amount of business can be done with small handling of cash, and it is doubtful if they do not add greatly to the economy of financial transactions. —*Rhodes' Journal of Banking.*

A Fast Ride on a Locomotive.

We cannot tell from the time-tables how fast we travel. The schedule times do not indicate the delays that must be made up by spurts between stations. The traveler who is curious to know just how fast he is going, and likes the stimulus of thinking that he is in a little danger, may find amusement in taking the time between mile posts; and when these are not to be seen, he can often get the speed very accurately by counting the rails passed in a given time. This may be done by listening attentively at an open window or door. The regular clicks of the wheels over the rail-joints can usually soon be singled out from the other noises and counted. The number of rail-lengths passed in twenty seconds is almost exactly the number of miles run in an hour. But if one wants to get a lively sense of what it means to rush through space at fifty or sixty miles an hour, he must get on a locomotive. Then only does he begin to realize what trifles stand between him and destruction. A few weeks ago a lady sat an hour in the cab of a locomotive hauling a fast express train over a mountain road. She saw the narrow bright line of the rails and the slender points of the switches. She heard the thunder of the bridges, and saw the track shut in by rocky bluffs, and new perils suddenly revealed as the engine swept around sharp curves. The experience was to her magnificent, but the sense of danger was almost appalling. To have made her experience complete, she should have taken one engine ride in a dark and rainy night. In a daylight ride on a locomotive we come to realize how slender is the rail and how fragile its fastenings, compared with the ponderous machine which they carry. We see what a trifling movement of a switch makes the difference between life and death. We learn how short the look ahead must often be, and how close danger sits on either hand. But it is only in a night ride that we learn how dependent the engineer must be, after all, upon the faithful vigilance of others. The head-light reveals a few yards of glistening rail, and the ghostly telegraph poles and switch targets. Were a switch open, a rail taken up, or a pile of ties on the track, we could not possibly see the danger in time to stop.—*H. G. Prout, in September Scribner.*

The Employer and the Employe.

The attention that is being given by the Nicaragua Canal Company to preserving the health, and to some extent caring for the morals, of the workmen they have sent to dig their canal is in marked contrast to the policy of the Panama Canal Company. On the Panama canal the workmen were paid by the month and allowed to "find themselves." The result was insufficient and improper food, starvation, dissipation, sickness, decreased laboring power, little work, and a terribly long death-list. The Nicaragua Canal Company, while it pays as high, if not higher, money wages, supplies them in addition with food and lodging, takes charge of sutler's stores, which it furnishes at cost, and thus reduces the chances of disease and dissipation to the minimum. This is not only humane but in the highest degree a shrewd business venture, and a movement that in some parts might be profitably inaugurated in the United States as well as in Nicaragua. One of the most deplorable features of modern industrial organization is the abandonment of the relations of mutual goodwill and care for the interests of each other that formerly existed between employer and employed.—*American Manufacturer.*